





## Intimation.

# Powell's

## GRAND

## CHRISTMAS

## BAZAAR

OPEN UNTIL  
6 P.M. Daily.

## TOYS

Every conceivable  
kind of Toy,

From 10 Cents to 35 Dollars.

## DOLLS

A gorgeous array of  
Fairies, dressed,  
partly dressed and  
undressed,

From 25 Cents to 30 Dollars each.

## ANIMALS

of all kinds,

including:

Polar Bears, Grizzly Bears, Teddy  
Bears, Haras, Rabbits, Terriers,  
Bulldogs, Spaniels, Monkeys, Cats,  
Donkeys, Horses, Elephants,  
etc., etc., etc.

## GAMES

All the newest  
Parlour Games,  
comprising:

Cups and Balls, Garden Throwing,  
Peg Quoits, Captive Skittles,  
Ballooning, Sea Fights, New Hopla,  
Pop in Taw, Atlas Race Games,  
Leap Frog, Bowls, Planchette,  
Giggle Goggle, Ring Pitch,  
etc., etc., etc.

## XMAS TREE Decorations and Ornaments GALORE.

Rocking Horses,  
Tricycles,  
Hobby Horses,  
&c., &c., &c.

## Fancy Goods.

## POWELL'S ALEXANDRA BUILDINGS.

Hongkong, 15th December, 1908.

## Consignees.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"DERFLINGER,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the 24th of December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th of December, at 9.30 A.M. All claims must reach us before the 28th of December, 1908, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 17th December, 1908. [8]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUNDA,"

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 28th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent,  
Hongkong, 21st December, 1908. [7]

## Intimations.

## INTERNATIONAL SLEEPING CAR

and

## EXPRESS TRAINS CO.

(THE

## GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with the same.

SHERWAN, TOMES & CO.,  
Agents.

Hongkong, 21st December, 1908. [7]

## LEE YEE

## HAIR DRESSING SALOON.

HAS ALWAYS ON HAND  
CIGARS, CIGARETTES  
AND

## TOILET REQUISITES

FOR SALE.

12, DAUGUAR STREET,  
HONGKONG.

Telephone, 202. December, 1908.

THERAPION MAY NOW ALSO BE OBTAINED  
IN DRAGEE (TASTELESS) FORM.

SELF CURE NO FICTION!

MARVEL UPON MARVEL!

"NO SUFFERER  
NOW DESPAIR,

but will, using a doctor's bill or fall from the

deck of a quackery, may safely, speedily  
and easily cure himself with the knowledge  
of NEW FRENCH REMEDY

1. ERAPION

A compound of various ingredients including

particul. of medical science, whilst thousands have

been restored to health and happiness who for

years previously had been merely dragging out

THE ERAPION NO. 1-A Sovereign

Remedy for discharges, suppurating in

the use of which does irreparable harm by

leaving the foundation of stature and other

disorders.

THE ERAPION NO. 2-A Sovereign

Remedy for phthisy and scrofulous skin

disorders, and all those complaints which mercury

and arsenaparilla are popularly but erroneously

supposed to cure. This preparation purifies

the system, and, by its powerful

action, cures all noxious matter from the body.

THE ERAPION NO. 3-A Sovereign

Remedy for debility, asthenesia, impaired

digestion, debilit. of the heart, loss of

appetite, loss of pleasure, love of solitude, blushing

indigestion, pain in the back and head, and all

disorders resulting from dissipation, bodily

exhaustion, and all nervous complaints.

THE ERAPION is sold by principal Chemists

throughout the world, office in Regent's

Street, London, and offices in

Paris, New York, Berlin, Vienna, &c.

the numbers required, and observe that the new

THE ERAPION is sold by British Government

Stamp on white letters of 100

for 100 grm. of the new

Compound, and without which it is a forger.

Bols by all Chemists. [18]

## OPIUM SMUGGLING.

## HEAVY SENTENCE.

"You are degrading your own countrymen and you have been trying to degrade others. Your act was a violation of the law and a crime against your own countrymen and others and you should suffer punishment. You are sentenced to six months' imprisonment and to pay a fine of P300."

Such was the close of the *Ruhi* opium smuggling case this morning in the criminal court, the *Manil Times* of 18th inst. Young Ah Che, an employee on the steamer, was arrested for attempting to sell one kilo and eighty grams of prepared opium to a Filipino for P300, the actual value of the drug on the Manila market at the present time being P800. The Filipino made a report to the Customs secret service.

This morning in the criminal court, Young Ah Che pleaded guilty. He informed the court that this was the first time he had ever landed in the city of Manila. He admitted his guilt and begged for mercy. He prayed the court to sentence him to deportation or a fine or both, but to allow him his liberty and he would never again be found guilty of a violation of the laws of the land.

Judge Smith informed him that the only proper way to deal with smugglers was to punish them and administer such punishment in a way that they would not soon forget it. After the sentence of the court had been pronounced Young Ah Che wanted to explain again how it all happened but his plea for mercy did not avail. Commitment papers were made out and he was transferred to Bilibid to serve his sentence.

AN EXTRAORDINARY STORY.

The *Japan Chronicle* of 18th inst., says:—On Wednesday afternoon a watchman was passing by Ege-yama, a small hill on the banks of the old Minagawa, when he came across a mound of earth with a pipe protruding from the top. His curiosity being aroused, the watchman began digging to see what had been hidden there, and soon came across a large wooden box with a lid nailed on to the top. This being prised off, a man crawled out, who was at once taken to the police-station to give an account of himself.

The man gave his name as Yamada Katsu-taro, aged 33, and a native of Tamba province. He stated that he came to Koba about a year ago to find work and was engaged by the Kawasaki Company for their cast-iron works on the banks of the Hyogo Canal, at the rate of 98 sen a day. He lived with his father at Hyogo, his mother being in the service of a family at Osaka. Yamada learned that evil things were being said about him, and that he was likely to lose his job. This so depressed him that he decided to put an end to his life by some means or other. On the 5th instant, he stopped away from work and resolved to eat no more food, and subsisted on rats and lemons alone, hoping for death every day. On Tuesday he had a shave and his hair cut, for the last time as he hoped, and then went and purchased a packing case. Taking a candle with him, he carried the box to Ege-yama and dug a large hole about six feet deep, in which he put the box. Giving the candle 52 sen, his old and his son as keepsakes, he stepped into the box, while the candle nailed on the lid according to his directions and filled up the hole with earth, leaving a pipe to supply the man with fresh air until he starved to death.

The man was handed over to the care of his father. The father was appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with the same.

SHERWAN, TOMES & CO.,  
Agents.

Hongkong, 21st December, 1908. [7]

## THE MARINE PRODUCT

## INDUSTRY.

## FAILURES IN OSAKA.

It appears that marine produce merchants in Osaka are in difficulties. The *Osaka Jiji* notes that the regulations of the Osaka Marine Produce Syndicate, which was recently formed, provide that any dealer of marine produce who has contributed a certain fixed sum to the funds of the syndicate is eligible to become a member. By this arrangement, brokers, contributing only 200 to the fund are allowed to do unlimited business on credit for one month. Many brokers have gone beyond their resources and have been reduced to a very critical position on account of the depression of trade. Recently three marine produce brokers failed and a number of others are in a dangerous position, while merchants are becoming cautious.

Japanese papers report that the Motegi Bank, of Motegi, Haga district, Techigi prefecture, suspended payment on the 8th instant. It is stated that the adopted son of Mr. Yamaguchi Heiichi, President of the bank, came to disaster in a share speculation, losing about Y80,000. Mr. Hashiwa, the manager, advanced mostly belonging to the bank to meet this difficulty, and the money could not be recovered. The capital of the bank is only Y200,000. *Japan Chronicle*.

FOREIGN GARRISONS IN

CHINA.

To-day the first batch of the troops that form the Japanese garrison in North China will embark at Chingtao to return to Japan; and by the middle of January the reduction will be complete, writes the *N. C. D. News* of 18th inst. Following close upon this decision comes the news, apparently well grounded, that Russia contemplates a similar step and that before long, almost simultaneously, it is said with the removal of the Japanese troops, the Russian detachment will be reduced to thirty Cossacks at Peking and ten at Tientsin. Only a few days after this announcement has been made, we are told, of Herr von Scholz's statement that while it is considered indis-

able to make any change at present, the German Government fully intends to take the first possible opportunity of withdrawing some, at least, of its troops from the Chinese capital. Whether the United States will also follow suit is not as yet quite apparent, but the probabilities would appear to be in favour of such a course. In these circumstances it may be permissible to recall the suggestion which has been made more than once in different quarters, that Great Britain should remove her troops from Peking and Tientsin and lodge them in the now disused quarters of the Chinese regiment at Weihaiwei. A year ago Dr. Morrison, speaking at the banquet of the China Association in London, appealed to the Government to withdraw the North China Garrison. If that proposal is considered too extreme (and there is no analogy for those of Great Britain in such a question), Weihaiwei would appear to provide an admirable means of compromise. No particular stretch of imagination is required to realize how obnoxious the perpetual presence of foreign troops in the capital must be to the Chinese, and no such feeling need be excited if the troops are on British territory. If any further reason were needed for the withdrawal of the garrison, it may be found in the fact that the new re-organisation has been inaugurated with much promise of peace, and it is fairly entitled to begin with a clear slate from which the errors of the old have been wiped out.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time.

Their holidays are too few and their work

heavy and monotonous. It makes them

nervous and irritable. The depressed and

worried woman loses her appetite and grows

thin and feeble. Once in a while she has spells

of palpitation and has to lie up for a day or two.

If some disease like influenza or malarial fever

happens to prevail she is almost certain to have

an attack of it, and that often paves the way for

chronic troubles of the throat, lungs and other

organs; and there is no saying what the end

may be. Let the tired and overladen woman

## Intimation.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

FANCY TOILET  
ARTICLES

VERY SUITABLE FOR PRESENTS

HANDSOME TOILET SETS, SILVER MOUNTED in Fancy Leather Cases, HANDSOME PUFF BOXES, CUT GLASS BOTTLES in Great Variety, HAIR BRUSHES, Leather Cases, PERFUME SPRAYS, MANICURE SETS, SCISSORS in Cases.

## RAZORS IN CASES,

By THE BEST MAKERS:  
PATENT RAZOR STRAPS, SHAVING MIRRORS, HAND MIRRORS,  
&c., &c.SMOKERS'  
REQUISITESA Very Fine Selection in Great Variety—  
MEERSCHAUM and BRIAR PIPES,  
CALABASH PIPES (a Special Assortment)  
SMOKERS' COMPANIONS,  
MEERSCHAUM and AMBER CIGAR and CIGARETTE HOLDERS, CIGAR and CIGARETTE CASES in real CROCODILE SKIN, SNAKE SKIN, &c. TOBACCO POUCHES in BEAVER, CROCODILE, SNAKE and DOG SKIN, &c. TOBACCO BOXES and JARS, ASH TRAYS.All these Goods are of the Highest Class and  
Specially Selected.SUITABLE FOR  
XMAS and NEW YEAR  
PRESENTS.

## THERMOS FLASKS

A most useful XMAS PRESENT for  
SPORTSMEN, YACHTSMEN and  
TOURISTS.A. S. WATSON & CO.,  
LIMITED,  
ALEXANDRA BUILDINGS  
AND  
KOWLOON DISPENSARY.  
Hongkong, 19th December, 1908.

## The Hongkong Telegraph

HONGKONG, TUESDAY, DECEMBER 22, 1908.

THE BRITISH AND CHINESE  
CORPORATION.

Ten years have now elapsed since the British and Chinese Corporation began those operations which have constituted in a marked degree to the development of railway extensions throughout China and, at the present time, give abundant promise of even enhanced prospects in the future. Although the name of the British and Chinese Corporation figures so large in connection with every railway scheme projected in the Chinese Empire—and that of its principal representative, Mr. J. O. P. Bland, is continually in evidence—there are possibly many who have but a glimmering idea of the origin of the Corporation and the purpose for which it was formed. At the tenth annual meeting since the incorporation of the society, held in London on the 26th of November last, Mr. William Keswick, M.P., seized the occasion to glance back over the main features of the history and rise of the Corporation and to recount the various steps in its progress as it gradually became a powerful factor in the opening up of railway communications in China. Few enterprises have attained such a commanding position in the affairs of a foreign country as is held by the British and Chinese Corporation in China, but that the confidence of the Chinese high administrators has been thoroughly justified and retained is manifest in the close relations which subsist at the present time. To begin with, the Corporation started well; it started under the auspices of one of the two princely houses in the Far East, Messrs. Jardine, Matheson & Co., and the premier banking institution of the Orient, the Hongkong and Shanghai Banking Corporation, so that success was practically assured from the outset, if the Chinese authorities would merely trust in the good faith of the promoters. When the Corporation was registered in London in 1893, the mercantile firm and the banking establishment had jointly entered into a number of preliminary contracts for loan issues in connection with railway construction in China, so that the Corporation started upon its life of activity with a full cargo of responsibility. At that time, said Mr. Keswick, addressing the Corporation's shareholders last month, "the Chinese had built a portion of the Peking-Tientsin-Shantung line,

namely a joint agreement between the Deutsche Asiatische Bank and the Corporation with the Chinese Government for the Tientsin-Pukow Railway Loan and an agreement between the Corporation and the Chinese Government for the Pukow to Sinyang Railway Loan. These contracts were transferred by the Corporation to Chinese Central Railways, Ltd., and they, in conjunction with the Deutsche Asiatische Bank, issued £1,000,000 on account of the Tientsin-Pukow Railway in March last. As regards the benefit to the shareholders of the Corporation from the various loans issued, Mr. Keswick stated that, including the distribution now recommended, the dividends average £10 7s. per cent, per annum on the amount paid up on the shares from time to time, and there are profits held in reserve equal to about £4 per share. That in brief is the record of the British and Chinese Corporation during the ten years of its existence. It does not take into account the extraordinary service of the loan was punctually met, and the railway eventually restored to the Chinese and its condition made good. This railway has since been developed into a magnificent asset of the Chinese Government, and is a monument to the practical talent, earnest zeal and persistent energy and effort of Mr. Kinder, its founder and engineer-in-chief. We need not enter into questions connected with the retirement of Mr. Kinder, in view of the trenchant comments which the *Times* representative at Peking addressed to his journal not so very long ago; all that need be said is that Mr. Kinder has left a record of brilliant success behind him, and to quote Mr. Keswick, "there need be no misgivings as to the needful supervision and management of the line" in the future, the new appointment of engineer-in-chief having to be made by the Railway Administration in consultation with the British and Chinese Corporation. Following the flotation of the first loan there was a long period of inactivity and it was not until 1903 that the first instalment of the Shanghai-Nanking railway loan, amounting to £1,250,000, was issued. Unfortunately the political situation then was generally unsettled and when the terms of issue were not found to be so favourable as had been expected, a share in the participation of future profits had to be added as an inducement to subscribers. The reception of the loan was disappointing, but when the second instalment, £650,000, was issued, the conditions were satisfactory, and at the subscription was readily taken without any right to participation in profits. The railway could have been completed in three years instead of five, thus saving two years' interest, and gaining two years' revenue, but the Chinese Government failed to see the force of the suggestion. However, the railway is completed and is already more than, earning expenses. In this connection, Mr. Keswick referred to the paralyzing effect of *lèkén* exactions on goods traffic and said that but for these harassing troubles there would undoubtedly have been a substantial surplus on the working of the railway to divide. He added: " *lèkén* is the ill-defined irregular local and district exactions on goods, which are so troublesome throughout the country, but as the Chinese Government are responsible for the interest on the loan, and are entitled to four-fifths of any surplus earnings, there would seem to be every incentive to a settlement on a defined basis. Meantime, on behalf of the Corporation and all other holders of net profit sub-certificates, we are doing all we can to urge on a settlement.

Coming to one of the undertakings which is regarded as of vital importance to the future prosperity of Hongkong, the construction of the Kowloon-Canton railway, Mr. Keswick spoke of the "interminable and almost, exhausting delay and difficulties" which preceded the launching of the loan for £1,500,000, but the terms were finally arranged and the loan was issued at par last year. All that the chairman deemed necessary to say, in this regard was that: "The engineer-in-chief has completed his final working survey and estimates, and is urging the Chinese to push on with construction. This line will connect with the railway which is being made by the Government of Hongkong on the one side and effect the through communication between the Colony and Canton, which is so much desired, and later, when from the latter city to Hankow there will be established a direct railway communication, through the whole length of China with the capital." The Shanghai-Hangchow-Ningpo railway loan for £1,500,000 was issued in May last at 99. The Chinese Imperial Government is responsible for the construction of this railway, but, according to our information, two provincial companies, who have been in the field for some time, are constructing a railway independently of the Government. The position of these companies is peculiar, as they are working under an edict which ought not to have been issued, and conflicts with the edict under which our loan was authorised, and some arrangement will have to be come to between the Government and the companies. These loans aggregate the considerable sum of £6,000,000 and account for all the contracts which the Corporation had in hand when it was registered ten years ago with two exceptions,

namely a joint agreement between the Deutsche Asiatische Bank and the Corporation with the Chinese Government for the Tientsin-Pukow Railway Loan and an agreement between the Corporation and the Chinese Government for the Pukow to Sinyang Railway Loan. These contracts were transferred by the Corporation to Chinese Central Railways, Ltd., and they, in conjunction with the Deutsche Asiatische Bank, issued £1,000,000 on account of the Tientsin-Pukow Railway in March last. As regards the benefit to the shareholders of the Corporation from the various loans issued, Mr. Keswick stated that, including the distribution now recommended, the dividends average £10 7s. per cent, per annum on the amount paid up on the shares from time to time, and there are profits held in reserve equal to about £4 per share. That in brief is the record of the British and Chinese Corporation during the ten years of its existence. It does not take into account the extraordinary service of the loan was punctually met, and the railway eventually restored to the Chinese and its condition made good. This railway has since been developed into a magnificent asset of the Chinese Government, and is a monument to the practical talent, earnest zeal and persistent energy and effort of Mr. Kinder, its founder and engineer-in-chief. We need not enter into questions connected with the retirement of Mr. Kinder, in view of the trenchant comments which the *Times* representative at Peking addressed to his journal not so very long ago; all that need be said is that Mr. Kinder has left a record of brilliant success behind him, and to quote Mr. Keswick, "there need be no misgivings as to the needful supervision and management of the line" in the future, the new appointment of engineer-in-chief having to be made by the Railway Administration in consultation with the British and Chinese Corporation. Following the flotation of the first loan there was a long period of inactivity and it was not until 1903 that the first instalment of the Shanghai-Nanking railway loan, amounting to £1,250,000, was issued. Unfortunately the political situation then was generally unsettled and when the terms of issue were not found to be so favourable as had been expected, a share in the participation of future profits had to be added as an inducement to subscribers. The reception of the loan was disappointing, but when the second instalment, £650,000, was issued, the conditions were satisfactory, and at the subscription was readily taken without any right to participation in profits. The railway could have been completed in three years instead of five, thus saving two years' interest, and gaining two years' revenue, but the Chinese Government failed to see the force of the suggestion. However, the railway is completed and is already more than, earning expenses. In this connection, Mr. Keswick referred to the paralyzing effect of *lèkén* exactions on goods traffic and said that but for these harassing troubles there would undoubtedly have been a substantial surplus on the working of the railway to divide. He added: " *lèkén* is the ill-defined irregular local and district exactions on goods, which are so troublesome throughout the country, but as the Chinese Government are responsible for the interest on the loan, and are entitled to four-fifths of any surplus earnings, there would seem to be every incentive to a settlement on a defined basis. Meantime, on behalf of the Corporation and all other holders of net profit sub-certificates, we are doing all we can to urge on a settlement.

## AN EDUCATIONAL PALLACY.

At the annual distribution of prizes to the successful scholars attending St. Joseph's College yesterday, His Excellency the Governor laid emphasis on the importance of acquiring a knowledge of shorthand and typewriting and also spoke in laudatory terms of the special attention paid to education. "These are all exceedingly useful and valuable subjects of practical use in whatever sphere of life boys may enter on leaving school," said His Excellency. "We have often attempted to discover the origin of this implicit faith which so many sensible people place in the value of shorthand

and typewriting. One might conclude from the terms in which these kindred subjects are so frequently referred to that the capacity to take dictation at the rate of so many words a minute and the ability to operate a type machine are the absolute 'sesame' to commercial success and a *vis à vis* in every pursuit in which a plain education is essential. As a matter of fact, there are a hundred and one disadvantages connected with the acquisition of these purely mechanical arts, and except in special cases it is difficult to see where the gain corresponds to the drudgery involved. In the first place the faculty of taking notes in shorthand dwarfs and destroys the memory, invariably affects the spelling, and usually condemns the boy without influence or the qualities associated with dogged ambition to a life of mechanical servitude. Above all, it corrodes and weakens one of the greatest gifts of humanity, that of imagination. The boy who leaves school equipped with the necessary ability to take a chair in a lawyer's office and pound away day in and day out at a mechanical device is no better than a mere cog in the working of an office. Doomed to routine, his imagination is stifled and lost, largely because it is not required, and, indeed, it is not wanted at any price. And unless that boy who has joined the great army of clerks, become respectable and high-toned, is bodily driven from his desk he is on the fair way to becoming a stagnant boor. All this because he has been drilled and drum-majored into belief in the absurd superstition that shorthand and typewriting form the coping-stones of commercial education. We have no grudge against these two subjects, but we do most strenuously object to their glorification, as if they were the 'world without end' objects of all knowledge. Half the pupils who start to learn shorthand have about as much real knowledge of English as the blind leg of a donkey. They may have a vague idea that there is such a thing as a derivation, and given time they may concoct an epistle which will pass muster in a crowd, but as far as the precise and ready use of plain, vivid Anglo-Saxon is concerned they take a back seat. Yet instead of having the principles of English instilled into them in the innumerable ways which the born teacher understands, they are induced to apply themselves to the study of the dreariest subject in the whole gamut of scholastic studies and devote to shorthand hours and days which would be far more profitably spent in learning even grammar. As for elocution, the last said the better. Possibly some of Hongkong's nobility distinguished themselves in their youth as exponents of melodramatic *versa* à la G. R. Sims, but it is perfectly certain the ability to spout and rant and indulge in the heartrending traumas of the realistic reciter did not advance them a single iota. If we might be permitted to say it without offence, there is not a single speaker—in the elocutionary sense—at the Legislative Council and surely nobody in Hongkong dreams of anything higher than that. It is to be hoped that the teachers at St. Joseph's College will not become possessed of an exaggerated idea of the importance of shorthand, typewriting and elocution. The report of the Inspector of Schools shows that in arithmetic the pupils have done admirably, especially in class III of the Chinese division, where 91 per cent. was awarded on the papers set. The award for book-keeping was "very good," while in algebra the awards to the various classes are curiously diverse. As might be expected, English composition was only good to fair, ideal poor, passing faulty and slovenly in some cases and spelling of grammatical terms very poor. Dictation, of course, was quite satisfactory. From these results, it is evident that the students should be kept at the ground work of every education and not switched off to such accomplishments as shorthand and typewriting, which, if they are desired at all, can easily be acquired in later life.

## GOVERNMENT HOUSE.

There will be an official dinner at Government House to-night to which the following guests have been invited:—Korvettkapitan Ackermann, Capt. Baird, D.S.O., and Mrs. Baird, Staff Surgeon and Mrs. Bais, Colonel Bedford, C.M.G., P.M.O., and Mrs. Bedford, Freitakkapitan Boedicker, Mr. and Mrs. Bolton, Commander Buchanan, Capt. Brierley, D.S.O., R.A., Capt. Baron, R. de Cervin, Mr. and Mrs. Montagu Ede, D. and Mrs. Evans-Jones, Capt. and Bt-Major Findlay, Rev. and Mrs. France, Dr. and Mrs. Grone, Mr. and Mrs. J. Hastings, Mr. King, Hongkong Police, Mr. and Mrs. Mackay, Miss Mutter, Mr. and Mrs. Scott, Capt. and Mrs. Worthington, and Captain Warmbach.

The following received invitations but were unavoidably prevented from attending:—Mr. and Mrs. Crofton, Fleet Surgeon and Mrs. Beaufort, Capt. Climo, R.A. Comdr d'Estienne, Bt-Major Christian, Dr. and Mrs. Bellis and Mrs. Fox.

His Excellency this morning received Capt. Baron W. Hohenberg, of the Austro-Hungarian cruiser *Leopold* and Capt. Marquis L. Cossani, Viscount of the Italian cruiser *Puglia*.

To-morrow at 11 a.m. His Excellency will receive Tso-tao Liang, Lau-hsin, the Chinese Consul-General of Australia, and also Mr. Hart, Commissioner of the M. Customs.

Hongkong Volunteer's  
Plight.

## LOST ON MOUNT PARKER.

WANDERS ALL NIGHT IN MIST AND RAIN,

HONGKONG TELEGRAPH SERVICE.

Telegrams.  
"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI ARSON CASE.

EUROPEAN FOUND GUILTY.

[From Our Own Correspondent.]

Shanghai, 22nd December,  
3.30 p.m.

Paul Floor was sentenced to two years' imprisonment with hard labour for arson.

At noon yesterday, while on the way to gaol, prisoner escaped, and was recaptured at midnight.

Paul Floor was charged with feloniously, unlawfully and maliciously setting fire to dwelling-house No. 131, Range Road, with intent thereby to defraud on October 15, 1908.

On arraignment prisoner pleaded "not guilty."

Mr. H. P. Wilkinson (Crown Advocate) and Mr. S. H. McLean, appeared for the prosecution. Mr. F. Ellis and Mr. H. S. Oppen appeared for the defence.

The case was tried before F. S. A. Bourne, Esq., Acting Judge, and Messrs. D. W. Crawford, W. S. Ridge, V. Jones, J. H. Osborne, and E. S. Little, Jnr.

[Reader's.]

## Aeroplanes.

LONDON, 20th December.  
The Wright-Lemans aeroplane has covered 62 miles in 114 minutes.

The United States Secretary of State.

Mr. Taft has appointed Senator Knox, Secretary of State.

## Portugal.

The Portuguese Cabinet has resigned and a coalition ministry is in course of formation.

The Delimitation of Macao Waters. It is declared in Lisbon that there are no differences between China and Portugal in the negotiations for the delimitation of the waters of Macao, which are proceeding normally.

American-British University for China.

Lord Cecil, with Lady Cecil, will shortly leave for a two months' visit to China, in connection with a joint American-British scheme to found a Chinese University on Christian lines.

Later.

The Franco-German Press.

The Franco-German press has renewed its polemics about the suggestion of the German papers that Germany should demand a delimitation of the Algerian-Morocco frontier.

The French press says that the matter only concerns France and Morocco.

## The Near East.

The Montenegrin merchants are starting a boycott against Austrian goods.

## THE FIRE-FIEND IN SHANGHAI.

HONGKONG'S ESCAPES FROM DISASTERS EXPLAINED.

Recently an editorial appeared in the *Telegraph* bearing the above caption in which the comparative immunity enjoyed by this Colony from serious fires was contrasted with the frequency of various outbreaks in Shanghai. After quoting the leader in question, the *Shanghai Times* add the following comment:—

We have no desire to take the writer to task as to the soundness of his deductions, but it is as well to point out that the conditions which prevail in Hongkong are hardly analogous to those obtaining here. With the approach of winter in the Settlement fires naturally become more frequent, as the climatic conditions necessitate the use of household fires to a far greater extent than in Hongkong. Many of the fires which unfortunately result in the destruction of property are the result of carelessness, as investigations have proved. Of course, there are suspicious fires occasionally but not nearly to the extent inferred by the tone of the comment in the *Telegraph*. Our local Police does its duty efficiently and the frequency of fires in the Settlement cannot be laid to their discredit, nor can it be suggested that the Fire Brigade is in the slightest degree lax in its methods. For efficiency the Shanghai Fire Brigade need yield to none; as a Volunteer organization we have yet to learn of its peer. We should certainly welcome any suggestions which our Hongkong contemporaries could favour us with, if they would tend to lessen the number of fires; but having regard to the conditions which exist in Hongkong and Shanghai we must question the inaccuracy contained in the comment we publish above.

His Imperial Highness the Prince Regent, who so far has had no official seal issued, orders the other day to the Ministry of Rites to have one made for him without delay. The seal is to be a gold one two inches square with the following six characters: "In Ancient China the writing engraved on it, namely, 'Chao-kao-hai-ah Wang-chang'" or Seal of the Prince Regent. When one considers that all official seals under the present dynasty invariably contain Manchu characters in addition to the usual Chinese, the report that the Prince Regent's new Seal only contains Chinese characters seems to be significant of his Highness's future policy.

Established 1841.

## Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CANTON-HANKOW RAILWAY.

THE SOUTHERN SECTION.

[By courtesy of the "Sheung Po".]

Peking, 21st December.

In arranging with Mr. J. O. P. Bland, of the British and Chinese Corporation, for a loan of two millions sterling for the construction of the Hunan-Hupoh section of the Canton-Hankow Railway, it was the intention of H.E. Chang Chih-tung to borrow, at the same time, a sum of £5,000,000 for the Southern section of the trunk line.

As, however, some apprehension existed lest the Cantonese might offer opposition to the loan, it was deemed expedient to telegraph to H.E. Chang Jen-chun, in the first instance, to ascertain the existing state of affairs in Canton.

CANTON-MACAO RAILWAY.

CONCESSION CANCELLED.

[By courtesy of the "Sheung Po".]

Peking, 21st December.

The Waiwupu has notified the Portuguese Minister in Peking that the concession for the Canton-Macao Railway has been cancelled.

CHINA AND MACAO.

PROPOSED ESTABLISHMENT OF A CHINESE CONSULATE.

[By courtesy of the "Sheung Po".]

Peking, 21st December.

The Waiwupu has addressed a communication to the Portuguese Minister in Peking, stating that it is proposed to establish a Chinese Consulate at Macao to protect the interests of Chinese residents in that Colony.

LOSS OF MANILA SHAMER.

MANUFACTURERS SUFFER.

The British steamer *Kalomo*, en route from New York to Manila with an extra large cargo of merchandise for local importers and various branches of the insular government, was burned and scuttled at sea, off Singapore and both vessel and cargo are reported a total loss, says the *Cablenews-American* of 16th inst.

On board the *Kalomo* and lost with the vessel, were 86,000 pesos worth of goods for the bureau of supplies and 2,000 new books for the American circulating library of this city. Vast quantities of Christmas goods were among the cargo and while the latter is probably fully insured, the many good things from the home country destined to bring Yuletide cheer to the hearts of the exiles will be missed sadly and the loss will be felt by merchants and the Manila public alike.

Messrs. Erlanger and Gallingher, of this city, are among the heaviest sufferers from the disaster, their loss including fourteen motor cycles and a large consignment of shoes for the enlisted force of the Philippines constabulary, manufactured under contract with that firm in the United States.

The opening of the Palomar Park, Manila's Coney Island, will be retarded indefinitely by the sinking of the *Kalomo*, the fixtures and materials for which, imported by M. A. Clarke and coming over on the vessel, having been lost. The wonderful scenic railway which was to delight our wards old and young, at the great Tondo playgrounds, has found a resting place at the bottom of the sea, a plaything for the pranks of the fishy denizens of the deep.

The first intelligence of the disaster was received in Manila yesterday morning by the executive secretary in a cable from the bureau of insular affairs at Washington, the American consul-general at Singapore having communicated the tidings to the latter by wire.

The Hon. Mr. E. A. Hewitt—Erect, subject to the usual conditions as to water supply.

The Director of Public Works—The gradient of the pipe connecting with the vertical soil pipe might be improved.

No details are given.

The *Kalomo* left New York on November 18 and coming by way of Singapore, was due to arrive here on December 22. The vessel was a modern freight carrier built only last year of 5,000 tons displacement, at Port Glasgow by R. Duncan and Company, Ltd. The *Kalomo* was owned by the Bucknall S. S. Lines, Ltd, and for some time past had been under charter to the American Merchant Shipping Company, plying between the Atlantic seaboard and Oriental ports.

## Another Opium Monopoly.

ATTEMPTED FORMATION AT KIANGSU.

CANTON'S EXAMINEE EMULATED.

The frustration of the Government opium monopoly at Nanking, the defeat of a tentative creation at Canton, and the more recent removal of the restrictive regulations directed against the raw opium trade in Swatow and the outlying prefectures of Walchow and others, have not deterred the Provincial Government of China from raising barriers in the way of the opium trade as conducted by British traders in pursuance of and in strict accordance with the stipulations formally provided by Treaty between the Governments of Great Britain and China.

Private telegraphic advices have just recently been received in the Colony by a leading firm of opium merchants from their Shanghai office reporting that native dealers had had information that the Provincial authorities in Kiangsu had promulgated regulations within the Province, similar to those in Kwangtung in September last, whereby all dealers in raw opium must be registered and licensed. Under the new regulations the number of opium *hongs* permissible in each provincial city will be limited to ten only. All dealers will be required to supply a long list of detailed particulars relating to their business which is tantamount to a complete disclosure of their whole trade to their competitors. Dealers in Kiangsu see in the new law the same difficulties and entertain apprehensions similar to those felt by the opium *hongs* in Canton when the restrictive regulations were issued in September last. Even more onerous than the Southern legislation, the provincial Government in Kiangsu limits the minimum quantity that can be sold at any one time by a dealer to one whole "ball" of opium. Those who have been in the trade for any length of time discover in the regulations the thin end of the wedge for the creation of a monopoly by which the officials stand to gain. Representations have accordingly been made to importers firms in Shanghai by whom, we are informed on the most reliable authority, the matter has been taken up and suitable communications addressed to the British Consul-General in Shanghai with a view of the good offices of Sir John Ford in Peking being invoked to combat this fresh attempt at creating a Provincial monopoly to the detriment of established firms of merchants.

Since the interest in the opium trade is so closely bound up and the links in the chain of commercial connection so tightly forged for the entire length from Calcutta to North China, we understand that British firms in Hongkong dealing in opium are watching the result of diplomatic negotiations with close interest.

MR. WOODCOCK'S APPOINTMENT.

LETTER FROM GOVERNMENT.

The following letter from Government was laid on the table at the meeting of the Sanitary Board this afternoon:

Colonial Secretary's Office,

11th December, 1908.

Sir, I am directed to state for the information of the Board that, owing to the exigencies of the public service, it has been necessary for His Excellency the Governor to appoint Mr. Woodcock to act as Deputy Registrar, and Accountant of the Supreme Court during the absence on leave of Mr. Let-Jones, and that it will therefore be necessary for the present to continue the existing arrangement under which the duties of Secretary of the Sanitary Board are divided between Dr. Gibson and Mr. Craig. I regret that by an oversight this information was not conveyed to you prior to the last meeting of the Board. I am, etc.

F. H. MAY,

Colonial Secretary.

The Secretary, Sanitary Board.

THE NEW ASTOR HOUSE.

ERCTION OF WATER CLOSETS.

An application from Mr. G. J. B. Sayer for permission to erect two water-closets on the 3rd and 4th floors of No. 13, Astor House, was considered by members of the Sanitary Board this afternoon.

The Medical Officer of Health directed:

The additional water closets proposed are for the convenience of the Hotel guests. It does not mean that some extra water will be discharged into the sewers. The rooms it is proposed to erect the four, new water closets in open directly into the external air. I think the Board might reasonably allow the water closets, but would advise that for the sake of cleanliness, the partition shown in the plan should not be of wood but of brick and expanded metal rendered smooth with cement and tiles, and also that the type of water closet basin to be put in should be first approved by the Board.

Water closets have recently been put into buildings in the Colony of very poor design.

The Hon. Mr. E. A. Hewitt—Erect, subject to the usual conditions as to water supply.

The Director of Public Works—The gradient of the pipe connecting with the vertical soil pipe might be improved.

No details are given.

The *Phoenix Assurance Co., Ltd.*, by their local agents Messrs. Dodwell & Co., Ltd., have issued a neat little pocket-note book and pencil in case to advertise the company.

For the convenience of Roman Catholics there will be services on Christmas Day at 7.45 a.m., 8.15 a.m., 8.35 a.m., and 9 a.m. Solemn Mass at 10 a.m. at St. Joseph's Church. On New Year's Day, Divine Service for Roman Catholics will take place at St. Joseph's Church, 10.15 a.m., and 9 a.m.

## Yau-ma-ti Murder Mystery.

SUFFOCATED IN BED.

MIDNIGHT TRAGEDY IN A MARINE DEALER'S SHOP.

Yesterday exclusive news reached us of a murder which was committed at Yau-ma-ti early in the morning, but owing to the lack of definite information we refrained from giving the matter the necessary publicity. To-day, however, what particulars we required were kindly placed at our disposal by the police.

Shortly after seven o'clock yesterday morning the body of an old man was found in a small back room on the ground floor of 40, Reclamation Street, Yau-ma-ti. The man had been dead for many hours, for his body was cold with rigor mortis; and it was clear at first sight that he had been murdered in a terrible manner.

Slow suffocation was the cause of his death. His face was livid; his mouth was gagged with old paper; his tongue swollen; at the neck just behind the right ear, as we are given to understand, was a deep indentation, indicating severe pressure of a person's thumb, while his hands and legs were bound fast.

It was impossible, owing to the scanty furnishing of the room, which also contained heavy pieces of old iron, to discover whether there was any struggle or not; but there is no doubt, taking into reckoning the manner in which the man met his end, that there had been a fight, which had proved fruitless as far as he was concerned.

The body was identified later in the day as that of Lam Chang, aged fifty, and until recently he was a minor hawker of Reclamation Street and a bill collector for other dealers in the same line of business in Hongkong.

No. 40, Reclamation Street is a three-storyed brick building behind the pumping station, and within close distance of the police station. The first and second floors are occupied by families, while the ground floor was let to Lam Chang, who was known in the district as a well-to-do man—mainly through what he collected for other dealers.

According to the facts which we have gathered, Lam Chang, who was a bale and heavily old person, employed two *sohks* in the shop, but he alone slept in the premises after closing time. It was about seven o'clock on Sunday morning that he was last seen, and at that time he was behind the counter transacting what business came along.

From an inspection made of the building by the police no marks could be found on any of the doors of the house as to lead them to suspect that the murderers had forced an entrance, and it is presumed that the man's door was unlocked when the visit was paid. The suggestion put forward was that the robbers—for robbery was the motive of the crime—attacked the old man in bed, and, after binding and gagging him, looted the premises.

The tragedy, which was discovered by a shopkeeper, was immediately reported to the police, and Inspector McIlroy, in company with Detective Inspector Watt (No. 22) visited the house, where they found the marine dealer's dead body lying on the tiled floor. After having his remains sent to the mortuary, they hunted for a clue, but without any result, so far as we know. The officers searched high and low; they interrogated the *sohks* and neighbours, but nobody knew or heard of any way to indicate that a crime of such a character was being enacted under their very beds. The marine dealers' trunks were found open, but his clothing seemed untouched, and it is not known whether he had any money in those trunks at the time his life was taken for the robbers to carry away.

The police confess that there is not a single clue for them to work on. Nobody had seen the robbers come; nobody had seen the murderers go; and so far as matters stand at the present moment the police are helpless, and the Reclamation Street murder is another to be added to the list of mysterious tragedies committed in Hongkong.

## Spitting Nuisance.

CHINESE TO PETITION SECRETARY OF STATE.

MEETING OF THE COMMERCIAL UNION.

As stated in our last evening's issue, a meeting of the Chinese Commercial Union was held this afternoon under the presidency of Mr. Chang Kang-yu, to discuss the recent amendment of the Magistrates' Ordinance making spitting in public places a misdemeanour, punishable by fine. There were also present at the meeting Messrs. Chan Siu-ki, Pooh Yan-chuen, Li Po-wei, Chan Siu-pak, Siu Fai-yuen, Lee Chau-yue, Ho Siu-chow, S. W. Tso, Ku Fai-shan, Chi Yiu-mao, Cheung Sam-wu, Wong Yiu-tong, Li Yiu-chuen, Chan Cheuk-hing, and Leung Ping-nam.

After discussion, it was proposed by Mr. Pooh Yan-chuen and seconded by Mr. Li Po-wei, that a petition be formulated and transmitted to the Secretary of State for the Colonies against the recent legislation making the public a punishable offence.

The resolution was unanimously carried. A committee, consisting of the following gentlemen, viz., Messrs. Chang Kang-yu, Chan Siu-ki, Pooh Yan-chuen, and Chan Siu-pak, was appointed to obtain legal assistance for the drawing up of the petition.

The Ministry of War has obtained the approval of the Prince Regent to select a large number of the pupils of the Nanking School in Peking to send to Great Britain, the United States, Germany and Japan for the purposes of studying at the Naval Academies of those countries and afterwards entering their navies as sub-lieutenants for two or three years.

## THE BANISHMENT ORDERS.

A CHINESE MERCHANTS RETURN.

One of the Chinese merchants, Chiu Shiu-pak, against whom a banishment order had been issued but not carried into effect on his absence from the Colony, has now returned. Mr. Chiu is manager of the *Hongkong Hong, Bonham* Strand West, his firm deals in general merchandise.

CANTON DAY BY DAY.

PROVINCIAL JUDGE.

[From Our Own Correspondent.]

Canton 19th December.

The newly-appointed Canton Provincial Judge Wei King Tung took over the seal of office from Cheung Shik Fun to-day.

LILIN COLLECTION.

The total collection of Lilin dues in Canton for the second ten days of the 11th moon as reported by the Lilin officials amounted to \$5,959,600.00 taels.

ROBBERS WANTED.

Recently, rewards have been offered by the Military Camp at Ko Tong for the apprehension of some fifty robbers in that locality; the rewards offered vary from one hundred dollars to several hundred dollars for each of them.

THE NEW BUND.

On Wednesday last, a portion of the new bund (about 120 ft.) opposite the Dutch Folly Island, collapsed; no other damage has been sustained.

CANTON MINT.

Expectant Prefect Ching Sin Chun has been appointed to be manager of the Canton Mint in succession to Mr. Tsui Hoog, as the latter has gone into mourning on account of the death of his parent.

PRISONER ESCAPE.

A prisoner named Wong Ah Kwei, who has been spending eight months in the Namhoi jail since the 6th moon last, when he was sentenced to imprisonment for one year, felt tired of remaining there any longer. Early yesterday morning, he effected his escape by climbing over the wall of the cell, while the jail warders were still in their beds.

ARMS-RUNNING.

The officials of Kiangchow have wired to Canton requesting the authorities to at once detail a government gunboat to that port to cruise in the locality in order to prevent the smuggling of arms and ammunition by the outlaws, who are in the habit of importing contraband articles into the interior by way of Kiangchow.

21st December.

BLACKMAILERS BUSY.

It has been frequently reported that robbers have been sending blackmailing letters demanding money from influential people and native as well as foreign firms in the vicinity of Canton. It is not long ago that the International Banking Corporation in Shanghai received a blackmailing letter from the robber chief Luk Lai Ching who demanded the payment of \$10,000. The Corporation has now again received a similar letter bearing the signatures of several notorious robbers asking for a sum of one million dollars. The original letter has been forwarded through their Consul to the Viceroy for his information. The nature of these blackmailing letters might have probably aroused the suspicion of the recipients, but according to the opinion expressed by one of the native papers here the other day, it would appear that no fear need be entertained, though the letter contained various descriptions of threats. The paper stated, that the robbers would not be so daring and foolish as to ask for a million dollars which it is beyond doubt would never be forthcoming, so it is generally surmised that the letter received by the Banking Corporation might not have really come from robbers, but from some people who had been robbed.

The victims of the robbers' nefarious plans are no doubt anxious to have their enemies arrested and punished; but they are unable to get the local officials to do so, failing which they have hit upon the plan of sending fake blackmailing letters to foreign firms in the name of those robbers whose arrests they are longing for. When the letters reach the foreign firms, they will be forwarded through their Consuls to the Viceroy, and the latter, upon receipt of the Consuls' communication, will no doubt give immediate orders to his subordinates to hunt down the robbers.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 22nd December, 1908.

[1103]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIMIN."

Captain Evans, will be despatched for the above Port TO-MORROW, the 23rd instant, at 12 o'clock Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK &amp; CO.

General Managers.

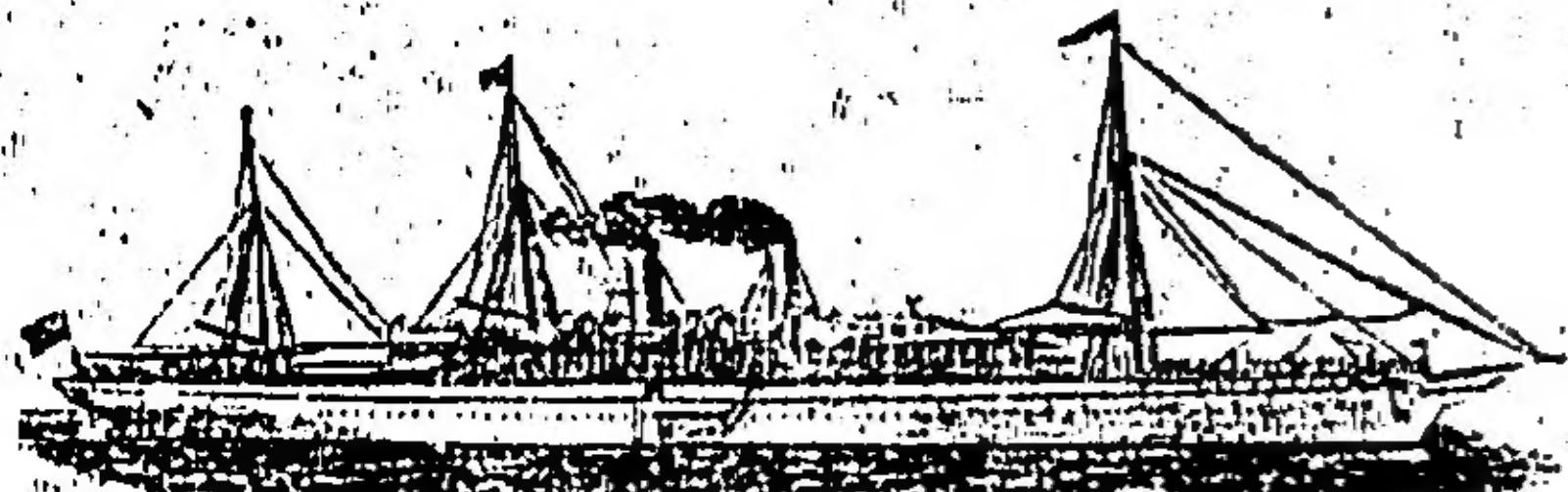
Hongkong, 22nd December, 1908.

[1103]

COMPAGNIE DES

## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER

PROPOSED SAILINGS.		(Subject to Alteration).	
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN"	6,000	SATURDAY, Jan. 16th	Feb. 5th, 1909.
"EMPEROR OF CHINA"	6,000	SATURDAY, Feb. 13th	March 5th
"MONTEAGLE"	6,165	TUESDAY, Mar. 2nd	Mar. 26th
"EMPEROR OF INDIA"	6,020	SATURDAY, Mar. 13th	April 2nd
"EMPEROR OF JAPAN"	6,000	SATURDAY, April 10th	April 30th
"EMPEROR OF CHINA"	6,000	SATURDAY, May 1st	May 21st

"EMPEROR" steamships will leave Hongkong at 7 A.M.

S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the IN LAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial EMPEROR Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10.

Hongkong to London, Intermediate or Steamer, and 1st Class on Railways. .... 440. .... 442.

First-class rates to London include cost of Meals and Berth in Sleeping Car, while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. GRADOCK, General Traffic Agent for China, &c.,  
Corner Pedder Street and Praya, Opposite Blacks Pier.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## (PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	TUNGSHING	WED'DAY, 23rd Dec., Noon.
SHANGHAI	KOONSHING	THURSDAY, 24th Dec., Noon.
SHANGHAI, TSINGTAU, WEI-HAIWEI, CHEFOO & CHING	CHONGSHING	SATURDAY, 26th Dec., 4 P.M.
SHANGHAI, WANTAO, FOOSHING	SATURDAY, 26th Dec., 4 P.M.	
SHANGHAI, SINGAPORE, PENANG & CALCUTTA, LAISANG	LAISANG	TUESDAY, 29th Dec., Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKSANG	MONDAY, 11th Jan., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers *Kuiliang*, *Nanfang* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Seas) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to:

JARDINE, MATHESON & CO., LTD.,  
General Managers.  
Hongkong, 22nd December, 1908.

Telephone No. 61.

Hongkong, 22nd December, 1908.

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## CHINA NAVIGATION CO. LIMITED.

## SAILINGS SUBJECT TO ALTERATION.

For	Steamers:	To Sail
AMOY, MANILA, CEBU & ILOILO	"SUNGKIANG"	24th Dec., 4 P.M.
MANILA	"TEAM"	29th " 3 P.M.
MANILA	"TAMING"	5th Jan. "
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	9th " 4 P.M.
AUSTRALIAN PORTS		

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to:

BUTTERFIELD & SWIRE,  
AGENTS.  
Telephone No. 36.  
Hongkong, 22nd December, 1908.

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## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amildships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	Almond	MANILA	SATURDAY, 26th Dec., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 2nd Jan., at Noon.

For Freight or Passage, apply to

SHEWAN TOME'S & CO.,  
GENERAL MANAGERS.  
Hongkong, 19th December, 1908.

## Shipping—Steamers.

## ORIENTAL STEAM NAVIGATION COMPANY.

STEAM  
FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.  
(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMER-  
ICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

"DELTA,"  
Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 26th December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Marrow*, due in London on 6th January, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 12th December, 1908.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE  
(Calling at Port Darwin and Queensland  
Ports, and taking through cargo to  
Adelaide, New Zealand,  
Tasmania, &c.)

THE Company's Steamship

"HAIYANG,"  
Captain Hodgetts, will be despatched for the above Ports, on FRIDAY, the 25th instant, at 12 o'clock Noon.

For Freight or Passage, apply to

JOUGLAS LAPRAIK & CO.,  
General Managers.  
Hongkong, 21st December, 1908.

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UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.

FOR NEW YORK AND BOSTON VIA  
SUEZ CANAL.  
With liberty to call at Malabar Coast.

## THE BANK LINE LIMITED.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG

FOR  
VICTORIA, B.C., SEATTLE & TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA

Steamer.	Tons.	Captain.	To Sail
Inveric	4,780	Boyd	Jan. 14
Beverie	4,445	Mathie	Feb. 11
Savaria	6,132	Shatto	Mar. 11

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PAROHL EXPRESS TO THE UNITED  
STATES AND CANADA.

For further information, apply to  
DODWELL & CO., LIMITED.

Queen's Buildings,  
Hongkong, 17th December, 1908.

[105]

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER.  
"KWONG SAU" ... Capt. E. S. GROW.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These fine New Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ..... 34.

Meals ..... \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD.,  
and  
SHI ON S.S. CO., LTD.,  
No. 3, Queen's Road West,  
Hongkong, 16th December.

[106]

Beng's Food is  
mixed with fresh  
new milk when  
used, is dainty,  
and delicious,  
highly nutritive,  
and most easily  
digested. Infants  
thrive on it, and  
delicate or aged  
persons enjoy it.

Beng's Food is sold in tin, by all  
Chemists, etc., everywhere.

## Shipping—Steamers.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.  
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK Only:

S.S. "SIKH" ..... 26th Dec.

FOR BOSTON & NEW YORK:

S.S. "MUNCASTER CASTLE" ..... 19th Jan.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

## COMMERCIAL.

## TO-DAY'S EXCHANGE

Selling.

London—Bank T.T. .... 1/8 3/16  
Do. demand ..... 1/8 1/8  
Do. 4 months' sight ..... 1/8 1/8  
France—Bank T.T. .... 2.13  
America—Bank T.T. .... 41  
Germany—Bank T.T. .... 1/2  
India T.T. .... 1/8 1/8  
Do. demand ..... 1/8 1/8  
Shanghai—Bank T.T. .... 75  
Singapore—Bank T.T. per H.K. \$100 .... 75  
Japan—Bank T.T. .... 82  
Java—Bank T.T. .... 201  
Buying.  
4 months' sight L.O. .... 1/8 1/8  
6 months' sight L.O. .... 1/8 1/8  
3 days' sight San Francisco & New York. .... 41  
4 months' sight do. .... 42  
30 days' sight Sydney & Melbourne ..... 1/8  
4 months' sight France ..... 2.16  
6 months' sight ..... 2.18  
4 months' sight Germany ..... 1.76  
Bar Silver ..... 22 7/16  
Bank of England rate ..... 8%  
Sovereign ..... 17.75

## OPUM QUOTATIONS.

To-day's quotations are as follows:—  
Per picul:  
Malwa New ..... @ 1,120/1,250  
" Old ..... @ 1,260/1,300  
" Older ..... @ 1,310/1,325  
" Oldest ..... @ —  
Per chest:  
Patna New ..... @ 1,095  
" Old ..... @ 1,110  
Bennes New ..... @ 1,010  
" Old ..... @ —  
Persian (Paper) ..... @ 880/950

## SHIPPING AND MAIRS

Indian (Arratoon Apac) 23rd inst.  
English (Assays) 24th inst., 5 p.m.  
Canadian (Empress of Japan) 31st inst.  
German (Prins Etzel Friedrich) 31st inst.  
German (Prins Stedmund) 6th prox.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Vancouver on 19th inst.

The Ilen Line s.s. *Benzwisch*, from Middlebro, Antwerp and London, left Singapore on 19th inst., for this port.

The Imperial German Mail s.s. *Dreiflinger*, which left here on 18th inst., at 3 p.m., arrived at Shanghai yesterday, at 3 p.m.

The Imperial German Mail s.s. *Prins Etzel Friedrich*, carrying the German Mail with dates from Berlin of the 2nd inst., left Colombo on 20th inst., a.m., and may be expected here on 31st inst.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 22nd at 11.50 a.m.—The barometer has risen along the Yangtze, and fallen elsewhere particularly over the N.E. coast of China and W. Japan.

The depression has passed from the continent to the Yellow Sea, and the highest pressure is now shown over the Upper Yangtze.

The monsoon is expected to freshen in the Formosa Channel and along the northern shores of the China Sea during the next 24 hours.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.60 inches.

## FORECAST.

1.—Hongkong and neighbourhood, N. and E. winds, freshening considerably; fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping.

Rubi: Br. s.s. 1,619, R. W. Almond, 21st Dec.—Manila 19th Dec. Gen.—S. T. & Co.

Yuncian: Br. s.s. 1,26, W. O. Jones, 21st Dec.—Chinkiang and Shanghai 18th Dec. Gen.—C. M. S. N. Co.

Hong Bee: Br. s.s. 2,056, J. Home, 21st Dec.—Singapore 15th Dec. Gen.—Joo Teek Sing.

Kashin: Br. s.s. 1,14, Pickard, 21st Dec.—Chinkiang 16th Dec. Gen.—B. & S.

Dakotah: Br. s.s. 2,593, Ross, 21st Dec.—San Francisco 23rd Nov. Kerrosie Oil—S. O. Co.

Nikko Maru: Jap. s.s. 3,434, R. Swain, 22nd Dec.—Yokohama via Kobe, Moji and Nagasaki 12th Dec. Gen.—N. V. K.

Hainan: Br. s.s. 1,16, J. W. Evans, 22nd Dec.—Swatow 21st Dec. Gen.—D. L. & Co.

Merlin: Br. surveying-ship, 1,600, F. W. Walter, 22nd Dec.—Labuan 10th Dec. and Manila 17th.

Lockhart: Br. s.s. 1,020, W. Tahert, 22nd Dec.—Bangkok 16th Dec. Rice and Gen.—B. & S.

E. F. Ferdinand, Aust. s.s. 3,843, E. Nitsche, 22nd Dec.—Shanghai 19th Dec. Gen.—S. W. & Co.

Tonkin: Fr. s.s. 3,084, Charbonnel, 22nd Dec.—Marseilles 22nd Nov. and Saigon 19th Dec. Mails and Gen.—V. M.

Mandason Maru: Jap. s.s. 5,246, Shimidzu, 22nd Dec.—Kotchinouzi 16th Dec. Coal—M. B. K.

Nord: Br. s.s. 1,145, Pryan, 22nd Dec.—Anping 20th Dec. Ballast—Mr. Geo. Mc. Bain.

Shaoching: Br. s.s. 1,107, W. McIntosh, 22nd Dec.—Shanghai 19th Dec. Gen.—B. & S.

Clearances at the Harbour Office.

Hilary, for Hongay.

Nikko Maru, for Manila.

Hatching, for Swatow.

Bulwan, for Kwong-chow-wan.

Taming, for Manila.

Yunnan, for Canton.

Nampan, for Singapore.

Ascania, for Tsinling.

Kinchang, for Amoy.

Departure Dec. 22.

Dundum, for Europe.

Hilary, for Hongay.

Yeddo, Man for Shanghai.

Kiang, for Chinkiang.

Stearns, for Bangkok.

McDonald, for Portland, Or.

Jacob Diderichsen, for Hohlow.

Kingston, for Calcutta.

Hongkong Maru, for Yokohama.  
Lamor, for Singapore.  
Hatching, for Swatow.  
Taming, for Manila.  
Nanwan, for Calcutta.  
Tayuan, for Australian Ports.  
Kluang, for Shanghai.  
Sungai, for Haiphong.  
Chinkang, for Canton.  
Hsin Fung, for Canton.

Passenger arrives.

Per Hong Bee, from Singapore—1,411 Chi-

neas.

Per *Hilma*, from Swatow—Messrs. Mc-

Ewan, Wandres, and 71 Chinese.

Per *Rubi*, from Manila—Capt. E. H. Har-

cuck, Messrs. R. Corbeck, and 1, A. Xavier,

21 Chinese.

Per *Nikko Maru*, from Japan for Hongkong

—Dr. I. Iijima, Mr. Y. Kubo, Capt. B. Loun-

bou, Mr. P. J. Buckland, Mr. and Mrs. Oishi,

child and nurse, and Mr. R. Ohara, For

Mauna—Mrs. R. F. Freck, and Mrs. F. Otsuka,

For Sydney—Mr. A. A. Lyons, Mr. and Mrs.

Baden Powell, child and nurse, Messrs. A. M.

Mc. Rorie and David Rice. For Melbourne—

Mr. S. R. Clarke.

Passenger departed.

Per *Tao Maru*, for Seattle, &c.—Mr. J. I.

Tuck, Rev. F. Barnet, Rev. F. Deane, Mrs. W.

B. King, and Miss Ruby Martin.

Shipping Reports.

Str. *Rubi*, from Manila—Fresh monsoon and rough sea.

Str. *Hong Bee*, from Singapore—Fine wea-

ther and moderate breeze up to the Paracels, then strong N.E. wind, rough sea.

## VESSELS IN PORT.

## STEAMERS.

Ascania, Ger. s.s. 2,682, Gorit, 20th Dec.—Canton 19th Dec. Ge.—H. A. L. Binh-Thuau, Fr. s.s. 984, Ribaute, 4th Dec.—Manila 29th Nov. Ballast—Basa, & Co.

Boroco, Ger. s.s. 1,344, F. Sembil, 18th Dec.—Sandakan 12th Dec. Timber and Gen. M. & Co.

Bujun Maru: Jap. s.s. 1,81, F. Funes, 20th Dec.—Swatow 10th Dec. Gen.—O. S. K.

Carl Diederichsen, Ger. s.s. 774, J. Kuyzen, 21st Dec.—Haiphong and Hoitow 19th

Dec. Gen.—J. & Co.

Changchow, Br. s.s. 1,203, Partridge, 21st Dec.—Canton 20th Dec. Ge.—B. & S.

Chyo Maru, Jap. s.s. 7,250, W. W. Greece, 21st Dec.—Yokohama 16th Dec. Ge.—T. K. K.

Choosing, Ger. s.s. 1,022, J. Bruhn, 16th Dec.—Bangkok 12th Dec. Rice—B. & S.

Chinsang, Br. s.s. 1,418, W. E. Sawyer, 16th Dec.—Pasuruan, (Java) 7th Dec. Sugar, J. M. & Co.

Dorwest, Br. s.s. 1,567, J. Jenkins, 21st Dec.—Saigon 12th Dec. Ge.—F. T. Co.

Devawongse, Ger. s.s. 1,050, F. Schwaldt, 20th Dec.—Bangkok 11th Dec. Ge.—Hoitow 10th Dec. Rice and Salt—B. & S.

Fri, Nov. s.s. 860, C. W. W. G. 17th Nov.—Mnai 13th Nov. Ballast—Agaard, Thoresen & Co.

Gryfevale, Br. s.s. 2,846, F. Steel, 17th Dec.—Newcastle 20th Nov. and Port Kembla 25th, Coal—M. M.

Helipolis, Br. s.s. 1,97, Wiseman, 15th Dec.—Chin-wang-tao 10th Dec. Ballast—G. L. & Co.

Kuivisberg, Ger. s.s. 646 Heuk, 18th Dec.—Hinphon and Hoitow 16th Dec. Ge.—J. & Co.

Kohischang, Ger. s.s. 1,702, C. Rosiesfay, 19th Dec.—Bangkok 11th Nov. Rice and Timber—B. & S.

Kuriyano Maru, Jap. s.s. 3,147, N. Mathieson, 21st Dec.—Manila 19th Dec. Ge.—N. Y. K.

Kweilin, Br. s.s. 1,200, Gen.—F. & S. Co.

Laitang, Br. s.s. 2,24, F. Wheeler, 15th Dec.—Calcutta via Penang and Singapore 8th Dec.—Gen.—J. & Co.

Laingang, Br. s.s. 1,418, F. Wheeler, 15th Dec.—Canton 18th Dec. Ge.—S. W. & Co.

Quaria, Ger. s.s. 1,146, H. Madsen, 19th Dec.—Canton 18th Dec. Ge.—S. W. & Co.

Shipetoro Maru, Jap. s.s. 1,81, Asumi, 18th Dec.—Tairin, (Manchuria) 11th Dec. Coal—O. S. K.

Shinshu Maru, Jap. s.s. 2,163, Otatoku, 21st Dec.—Maji 15th Dec. Coal—M. B. K.

Shouhu Maru, Jap. s.s. 999, I. Ichijo, 19th Dec.—Auping 16th Dec. Ge.—and Swatow 15th Dec. Rice—Gen.—O. S. K.

Soldan, Nov. s.s. 1,16, Hanssen, 15th Dec.—Rangoon and Singapore 7th Dec.—Groundnuts—Seang Tali Hong.

Sunda, Br. s.s. 2,986, G. M. Monford, 21st Dec.—London 7th Nov. Gen.—P. & O. S. N. Co.

Hong Bee, Br. s.s. 2,056, J. Home, 21st Dec.—Singapore 15th Dec. Gen.—Joo Teek Sing.

Takao, Br. s.s. 1,146, H. Madsen, 19th Dec.—Canton 18th Dec. Ge.—S. W. & Co.

Takao, Br. s.s. 1,146, H. Madsen, 19th Dec.—Canton 18th Dec. Ge.—S. W. & Co.

Takao, Br. s.s. 1,146, H. Madsen, 19th Dec.—Canton 18th Dec. Ge.—S. W. & Co.

Takao, Br. s.s. 1,146, H. Madsen, 19th Dec.—Canton 18th Dec. Ge.—S. W. & Co.

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Takao, Br. s.s. 1,146, H. Madsen, 19th Dec.—Canton 18th Dec. Ge.—S. W. & Co.

Takao, Br. s.s. 1,146, H. Madsen, 19th Dec.—Canton 18th Dec. Ge.—S. W. & Co.

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE				
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$14,000,000 \$14,000,000	\$2,005,774	Interim of 5/- for first half year @ ex- 7/10—\$21,045	5/-	\$845 sellers London 1/2
National Bank of China, Limited	99,925	£7	£6	\$1,400,000 \$150,000	£10,223	\$2 (London 1/6) for 1903	...	850
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$50	\$50	\$1,500,000 \$325,575 \$411,900 \$185,000	none	\$14 for 1907	7 1/2	\$195
North China Insurance Company, Limited	10,000	£15	£8	£150,000 £103,747 £182,777	Tls. 166,528	Final of 7/6 making 15/- for 1907	5/-	Tls. 105
Union Insurance Society of Canton, Limited	18,400	\$50	\$100	\$1,000,000 \$102,478 \$192,005 \$97,649	\$2,506,022	Final of 5/6 making 545 for 1906 and Interim of 5/6 for 1907	5/-	\$820 sellers
Wangtso Insurance Association, Limited	18,000	\$100	\$60	\$1,000,000 \$100,032 \$85,157	\$591,763	\$12 and bonus \$3 for 1906	9/-	\$165 buyers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$140,097 \$13,805	\$372,422	\$6 and bonus \$2 for 1906	7 1/2	\$107 buyers
Hongkong Fire Insurance Company, Limited	5,000	\$50	\$50	\$1,225,941	\$482,043	\$27 for 1906	8/-	\$125
<b>SHIPPING.</b>								
China and Manilla Steamship Company, Limited	30,000	£25	£24	£9,000 £164,638	£1,015	5/- for 1906	...	514
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$150,000 \$167,500 \$81,700	Nil	5/- for year ending 30.6.1908	7 1/2	\$33 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	£15	£15	£17,051	£17,755	5/- for first half-year ending 30.6.08	8 1/2	\$92 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£10,000	£13,755	6/- for 1907 on Preference shares only @ ex- 1/10 11/6—\$3, 154	5/-	\$37 \$37
Do. do. (Deferred)	60,000	£5	£5	£24,000	...	...	...	...
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 £220,000	Tls. 14,510	Interim of Tls. 1/2 for account 1908	7 1/2	Tls. 45 sellers
Do. (Preference)	100,000	£5	£5	£100,000	£63,817	Final of 1/2 making 5/- for 1907 and in- term of 1/2 (No. 10) for a/c 1908	6 1/2	Tls. 51 buyers
"Shell" Transport and Trading Company, Limited	300,000	£10	£10	£5, 5,000	598	£1.00 for year ending 10.4.1908 [50,50]	4 1/2	\$24 \$25
* Star Ferry Company, Limited	10,000	\$10	\$10	\$5	...	...	...	...
Taku Tug and Lighter Company Limited	30,000	Tls. 50	Tls. 50	Tls. 42,470 Tls. 7,400 Tls. 8,000 Tls. 12,000 \$32,530 \$41,000	Tls. 6,869	Final of Tls. 1/2 making Tls. 5 for 1907	11 1/2	Tls. 45
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. 279,871	\$8 for year ending 31.12.06	...	\$125
Linen Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. 515,153	\$3 for 1897	...	\$20 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,173	Tls. 1/2 for year ending 31.8.07	...	Tls. 82 1/2 buyers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£17,000 £12,280	£11,556	Final of 1/6 (coupon No. 11) for year end- ing 29.2.08	7	Tls. 17 1/2 buyers
Rob Australian Gold Mining Company, Limited	150,000	£1	£1	£12,873	Dr. £1,191	No. 12 of 1/2—48 coins	...	\$9
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Gen.) & Co., Limited	16,000	\$25	\$25	\$53,601	£3,726	£1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$10,000 \$26,806 \$40,000	£8,556	Final of 1/2 making 5/- for 1907	8 1/2	\$42 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$10,000 \$76,197	£384,847	Interim of 5/- for account 1903	8 1/2	\$91 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 33,742	Final of 1/2 making in all Tls. 5 for a year ending 30.4.08	7	Tls. 72 1/2 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 67,500 Tls. 75,000 Tls. 125,000	Tls. 28,526	Interim of Tls. 4 for account 1908	6	Tls. 135 sales
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000 \$30,000 \$51,000	Dr. 6,531	Tls. 6 for 1907	6	Tls. 100 \$16 1/2
Astor House Hotel Company, Limited (Shanghai)	30,000	\$35	\$35	\$15,000 \$10,000	...	\$2 for year ending 30.6.07	...	144 buyers
Central Stores, Limited	50,183	\$35	\$35	\$15,000 \$16,075	...	\$1.50 for 1906	...	...
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$18,000	Dr. 6,030	Interim of 5/- for account 1908	7 1/2	\$88 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000 \$217,420	...	Interim of 5/- for account 1908	7 1/2	\$92 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$30,000	...	70 cents for 1907	7 1/2	\$91 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	...	\$1 for 1907	6 1/2	\$35
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 543,045 none	...	...	...	...
West Point Building Company, Limited	12,500	\$50	\$50	Tls. 170,000	...	Interim of 5/- for account 1908	9	\$48
<b>COTTON MILLS.</b>								
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,939	Tls. 6,820	Tls. 5 for year ended 31.10.1908	9 1/2	Tls. 75 b. ex div.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$20,000	...	50 cents for year ending 31.7.08	5	\$10 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 75,100 none	Tls. 8,372	Tls. 6 for year ended 10.9.06 (8 X)	...	Tls. 60
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 100	Tls. 6,308	Tls. 8 for 1906	...	Tls. 66
Soy Chai Cotton Spinning Company, Limited	2,000	Tls. 300	Tls. 300	Tls. 28,157	Tls. 50,061	Tls. 50 for 1906	...	Tls. 70
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,664	12/6	12/6	£1,500	£648	1/10 per share for 1907—\$1.037	12	\$18 buyers
China-Borneo Company, Limited	60,000	\$10	\$10	...	Nil	1/10 for 1907	12	\$12
China Light and Power Company, Limited	50,000	\$10	\$10	...	...	60 cents for year ended 28.2.06	...	\$52
Do. Do. special shares	50,000	\$10	\$10	...	...	...	...	592 buyers
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	\$120,000 \$10,000	...	80 cents for 1907	8 1/2	...
Dairy Farm Company, Limited	25,000	£7 1/2	£7 1/2	£8,000	£48	81.50 for year ending 31.7.08	5 1/2	\$224
Green Island Cement Company, Limited	400,000	\$10	\$10	\$12,000 \$5,000	£5,078	Interim of 40 cents for account 1908	10	\$9,92 sellers
H. Price & Company, Limited	12,000	\$10	\$10	...	...	75 cents for 9 months ending 31.12.07	10	\$12 buyers
Hall & Holt, Limited	21,000	\$10	\$20	...	...	72 for year ending 28.2.06	10	520 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	...	...	51 and bonus 20 cents for year ending 28.2.08	6 1/2	\$18 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	...	...	51 for 1908	8 1/2	\$220 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	...	...	Interim of 5/- for account 1908	8 1/2	...
Maastrichtspoor to Mijns, Borscht en Landbouwexplotatie in Langkat, Limited	25,000	Ge. 100	Ge. 100	Tls. 547,500 Tls. 22,603	...	Interim of 5/- for account 1908	8 1/2	...
Peak Tramways Company, Limited	25,000	\$10	\$10	...	...	4th Quarterly div. of Tls. 10 and bonus of Tls. 10 making \$50 to date	5 1/2	Tls. 860 b. ex div.
Peak Tramways Company (new)	50,000	\$10	\$10	...	...	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6	...
Philippine Company, Limited	75,000	\$10	\$10	...	...	...	4	...
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	...	None	...	58
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 24,820	...	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2	Tls. 117 buyers
Shanghai Waterworks Company, Limited	16,350	£20	£20	Tls. 190,000	...	Final of Tls. 9 making in all Tls. 14 for 1907	12	Tls. 122 1/2 buyers
South China Morning Post, Limited	6,000	\$25	\$25	...	...	Final of 37/6 making 55/6 for 1907	...	